

The



# Emblem

76-139

APRIL, 1964



- MTA Hosts ATA Convention (story & pix)—pp. 3-6
- Dean, Dumont Retire from Authority—p. 7
- Riverside Makes the News Again—pp. 8-9
- New Nine-Month Safety Contest—p. 13

# The Emblem

Vol. 6 April, 1964 No. 6

## IN THIS ISSUE

|   |    |
|---|----|
| MTA Hosts the Western Regional Conference Of the American Transit Association . . . . . | 3  |
| Dean and Dumont Retire from the Authority . . . . .                                     | 7  |
| What's New at Riverside . . . . .   | 8  |
| Route Changes May 3;<br>Progress of the New Division                                    |    |
| Commendations . . . . .   | 10 |
| A. A. Arredondo, April Operator of the Month  | 11 |
| Two New Members Join the "Fire Brigade" 12, 13  |    |
| Doman Avoids Gasoline Truck Blaze;<br>Shaginaw Puts Automobile Fire Out                 |    |
| New Nine-Month Safety Contest . . . . .   | 13 |
| Singing Operator to Give Concert May 31 . . . . .                                       | 14 |
| New Faces—On Their Way Up—In Memoriam . . . . .   | 15 |

## OUR COVER

TOP OFFICIALS of the American Transit Association and MTA, the host company, get together on the opening day of the ATA's Western Regional Conference, held in Los Angeles at the Biltmore Hotel.

Left to right, they are George W. Anderson, Executive Vice-President, ATA; C. M. Gilliss, Executive Director, MTA, and Chairman of the Conference; N. R. Dumont, Authority member; Edward A. Pellissier, President, Columbus, O., Transit Co. and President, ATA; Walter M. Briggs, Authority member; and Charles C. Bowen, President, Rose City Transit Co., Portland, Ore., and Vice-President, ATA.

Published monthly by:  
Los Angeles  
Metropolitan Transit Authority  
1060 S. Broadway  
Los Angeles, California 90015  
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C. M. GILLISS  
Executive Director  
\* \* \*

R. O. CHRISTIANSEN, Director of Public Relations  
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## Gilliss Congratulates Employees On Winning Industrial Safety Award

April 9, 1964

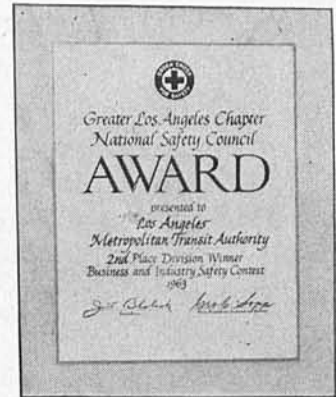
### FELLOW EMPLOYEES:

For your excellent safety performance while on the job in 1963, the Metropolitan Transit Authority was officially honored on April 2, 1964, by the Greater Los Angeles Chapter of the National Safety Council. At that time MTA received an award for second place in the Council's 15th Annual Business and Industry Safety Contest.

Because of the safety-mindedness of employees of all departments, MTA had fewer lost-time employee injuries per million man-hours worked in 1963 than did any other contestant — except one — in the category including all forms of public transportation. Our rate for such injuries was 11.45, as compared with the average rate in this division of 19.96.

Some of the credit for this recognition goes to the Transit Casualty Company Safety Department and the leadership of the Brotherhood of Railway Trainmen, the Brotherhood of Railway Clerks, and the Amalgamated Transportation Union, whose hard work and close cooperation with MTA management have been important factors in the success of the Authority's safety campaigns.

On behalf of the members of the Authority, I wish to extend my personal congratulations and appreciation to each of you for your individual efforts which, whether on the road, in the shop, or in the office, helped build this outstanding safety record.



WE WON THIS!

Executive Director





**AT OPENING SESSION, Conference Chairman C. M. Gilliss delivers keynote address. Head table, left to right, includes Kenneth F. Hensel, General Manager, Alameda-Contra Costa Transit District; Walter M. Briggs, LAMTA member; Cone T. Bass, LAMTA General Manager; Col. Richard F. Lynch, Executive Assistant to Warren M. Dorn, Chairman, Los Angeles**

**County Board of Supervisors; Mr. Gilliss; George W. Anderson, Executive Vice-President, American Transit Association; Don C. Johnson, Chairman, Supplier's Committee, ATA; Charles C. Bowen, Vice-President, ATA; and Edward A. Pellissier, President, ATA. At a later session, Mr. Bass took part in a discussion of ways to improve efficiency, cut costs.**

# MTA Host to ATA Conference of 250

**Western Regional Conference Held in Los Angeles Apr. 5-8; Gilliss Serves as Chairman; Many MTA Officials Speak; Operators, Others Contribute to Successful Meet**

*Pictures on pages 4-7*

YOUR MTA was host Apr. 5-8 to the Western Regional Conference of the American Transit Association.

Executive Director C. M. Gilliss was Conference Chairman and keynote speaker. Many other MTA officials took leading parts as speakers and discussion leaders.

A number of Operators and Clerks worked both on-stage and behind the scenes to contribute to the success and smooth running of the Conference, which was held at the Biltmore Hotel, Los Angeles.

Attending the meet were some 250 officials of transit companies up and down the West Coast. They were present to learn from the discussions how to run operations better and more safely, how to attract passengers, and what the future holds in transit developments.

## **KEYNOTE SPEECH**

In his address of welcome, Mr. Gilliss stated:

"Other than scientific applications of safety, scheduling, and auditing procedures, there has been nothing really

new in the transit industry since the introduction of the bus as a transit vehicle. Some day soon there will be a breakthrough into a jet-age high-speed movement of the masses. This breakthrough might possibly come first on the West Coast, so it is proper that transit engineers and planners hold their convention in Los Angeles."

## **ATA PRESIDENT SPEAKS**

Principal speaker at the opening general session was Edward A. Pellissier, President of the American Transit Association. He declared that "more than ever before in transit history there is today the necessity for cooperative and concerted action in the transit industry."

## **STATE PLANNING**

In a talk to conferees at the closing session, Robert B. Bradford, California Highway Transportation Administrator, said:

"Our principal objective in the field of transportation in California is the planning and development of a balanced transportation system, a system

and a balance which meet the requirements of 1970, 1980, and 1985.

*(Text continued on page 12)*



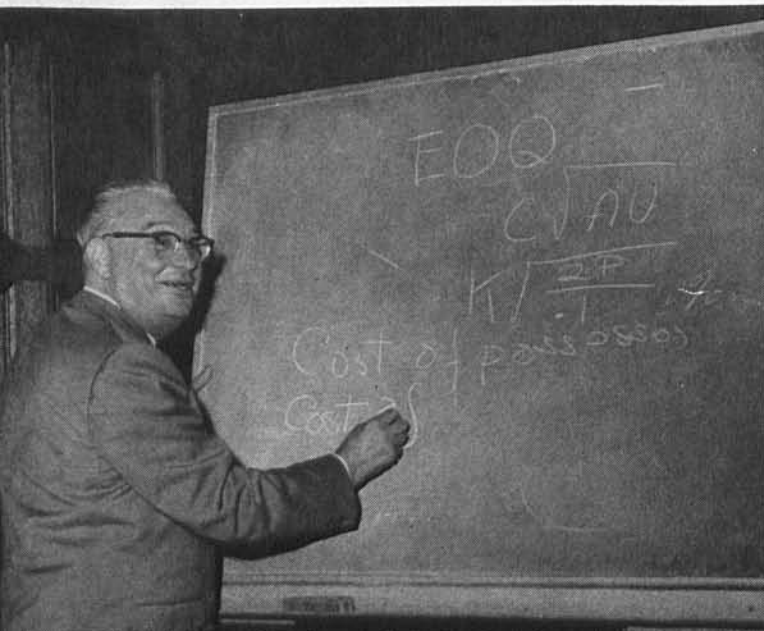
**AT CLOSING SESSION, Robert B. Bradford, Administrator of Highway Transportation, California Division of Highways, tells of State desire to include all forms of transportation in planning.**



OPENING GENERAL SESSION, Biltmore Ballroom, Monday, Apr. 6.

## ATA Convention

AT RIGHT—Ideas are exchanged at a Government Relations session by Assistant to Director Jack R. Gilstrap, fourth from left, and Administrative Analyst Richard L. Manning, extreme right, with three executives of other transit systems. This was one of several tables in the room, each devoted to a different facet of public relations, Conferees visited various tables. LOWER RIGHT—Senior Transportation Engineer John Curtis delivers illustrated lecture on MTA's experience with Freeway Flyers. He gave special attention to the highly successful West Valley Freeway Flyers, Line 35. BELOW—Director of Purchases and Stores W. T. Reynolds uses blackboard in his discussion of "Tripleheader Costs" before audience of purchasing executives.







SIX OPERATORS assist Safety Engineer Francis Donnelly (standing) to demonstrate a safety refresher course for Claims and Safety conferees. Left to right are R. K. Breitz,

O. D. Golden, H. J. Struther, R. E. Wilson, M. W. Taylor, and Jethro Hassen. Blackboard shows the formula for reducing the miles traveled per hour to feet per second.

## MTA Speakers



E. R. Gerlach



W. D. McEwen

RAPID TRANSIT—its importance to the development of Los Angeles and the consequent importance of including rapid transit planning in regional planning—was discussed by Chief Engineer Ernest R. Gerlach and Senior Design Engineer William D. McEwen at the Conference.



M. J. Storer



G. F. Goehler

OPERATIONS PROBLEMS were discussed by General Superintendent of Transportation George F. Goehler and Chief Instructor M. J. Storer. What operations expects from management was the topic of Mr. Goehler. The proper adjustment by Operators of mirrors for maximum use and safety was Mr. Storer's topic.



D. T. Crooks

"STRIP OFF the glamor and fancy phrases and delete the industry-created air of mystery, and the computer, the heart of an electronic data processing system, is merely a tool used . . . to accomplish assigned duties," said Accounting Systems Analyst D. T. Crooks at the Accounting session.



G. H. Wells



A. W. Seyferth



G. H. Powell

MAINTENANCE PROCEDURES for the new GMC and Flxible buses were discussed at the Maintenance Conference by General Superintendent of Equipment George H. Powell, and his assistants, Andrew W. Seyferth and George H. Wells, in a panel discussion at which Mr. Powell presided. Mr. Powell was also Vice-Chairman of the Maintenance Conference.

**ATA  
Convention**



**LADIES' ENTERTAINMENT COMMITTEE**, consisting of wives of MTA officials, meets with two MTA representatives for planning session. Left to right are T. N. Bristow, Public Relations Representative; Mmes. Ernest R. Gerlach, William C. Scholl, and George F. Goehler; Walter Lohman, Supervisor of Special Events; and Mmes. C. M. Gilliss (Chairman), Reed O. Christiansen, and H. L. Black. The group planned tours to "Queen for a Day" (at Moulin Rouge), Farmers Market, Marineland, and (with their husbands) Disneyland, all trips involving the use of special MTA buses.



**QUEEN FOR A DAY**—(Mrs. Thomas Burke) poses with Mr. Drazin.



**OBJECT: FUN**—Conference women prepare to board a bus piloted by Operator A. P. Drazin on trip to Hollywood, where they were to attend the "Queen for a Day" show and see other sights. Mrs. Thomas Burke (see photo at left) wife of Fresno Municipal Lines Manager, won the title.

**REGISTRATION** for the Conference was handled by Frances Ryan (face framed by lamp), Public Relations Office Manager; and Penny Whittington, right, Secretary to Controller.

**INFORMATION AND TICKETS** were handled, respectively, by Barbara Hagen, left, Information Clerk; and Odessa Carter, Reports and Statistical Clerk for Stations and Agencies.





# Dean, Dumont Retire from Authority

## Governor Appoints Two New Members, Reappoints Boyar

CHANGES in the personnel of the Authority since Mar. 3 include the retirement Apr. 10 of Fred S. Dean and N. R. Dumont; the appointment by Governor Brown of their successors, respectively, Douglas A. Newcomb and Jacques R. Leslie; and the reappointment of Mark Boyar.

### DEAN LONG-TIME MEMBER

Mr. Dean has served continuously since 1951, when the first Authority was legislated into being to bring rapid transit to Los Angeles. Much of the time he has served as Vice-Chairman of the Authority and Chairman of the Engineering Committee. Under his leadership, this committee has spearheaded engineering studies and surveys vital to rapid transit; and has established criteria which any such system must meet to fulfill the needs of Los Angeles.

A resident of Long Beach and President of the large electronics firm which bears his name in that city, Mr. Dean has long been a civic leader in the area. He has been President of the Chamber of Commerce and of the Water Commission, and an officer or guiding spirit in numerous other civic and charitable activities.



FRED S. DEAN



N. R. DUMONT

### DUMONT ACTIVE IN PUBLIC RELATIONS

During his four years with MTA, Mr. Dumont served as Chairman of its Advertising, Promotions, and Public Relations Committee, and was continuously active in its work.

A resident of Beverly Hills, he is President of Dumont Aviation Associates; a director of many other companies in the field of missile engineering

and aircraft parts; and Vice-Chairman of the Board, Bank of Los Angeles.

Despite his numerous duties in these connections, he has nevertheless found time for numerous civic contributions of time and effort. He is a member of the World Affairs Council, and was Co-Chairman of the Los Angeles Host Committee for the Democratic National Convention in 1960.

## ATA Convention

(Continued)

READY FOR TOUR OF SOUTH PARK SHOPS—Under the guidance of George H. Powell (in front of bus), General Superintendent of Equipment, a Conference group leaves the Biltmore by bus. The Operator is C. W. Tinker, of Division 2.



# What's New at Riverside



RIVERSIDE CITY COUNCIL, seated, listens, as on Apr. 14 Chief Engineer Ernest R. Gerlach, left, at microphone, and Senior Transportation Engineer David D. Canning, pointing to map, present proposals for service changes in Riverside.

## Service Improvements On 5 Lines May 3

ADDITIONAL RIDING is expected from route changes in Riverside and San Bernardino to take effect May 3.

These changes are being made "to take advantage of the new and improved street patterns, new freeways, and changes in population distribution," according to Chief Engineer Ernest R. Gerlach.

Of special significance is the change of location, expected on May 6, of the Sears, Roebuck Store from 7th and Main Sts., Riverside, to a point opposite the Hardman Shopping Center at Streeter and Arlington Aves.

Line 82, which now serves Casa Blanca and a westerly section of Riverside, will absorb the Fairmount Park leg of Line 62, and will connect Casa Blanca with the Hardman Center over Madison St.—a new convenience for Casa Blanca residents. The line will become known as the Hardman Center—Casa Blanca—Fairmount Park Line 99.

Long Beach-Riverside Line 59 will absorb Line 62 service from Magnolia

Ave. and Tyler St. to the City of Corona. However, certain Line 62 trips will operate around the Eastside Loop, replacing present Line 82. Present Line 62 service to La Sierra will continue, but the route will be over Hole Ave., which has been improved, instead of over Wells Ave. and Tyler St.

Line 59 will be speeded up by shifting the section of route between Van Buren St. and the Riverside Station from Magnolia Ave. to the Riverside Freeway and 7th St. Interurban passengers desiring to stop at points along the former Magnolia Ave.-Market St. route will transfer to Line 62 at Magnolia and Van Buren.

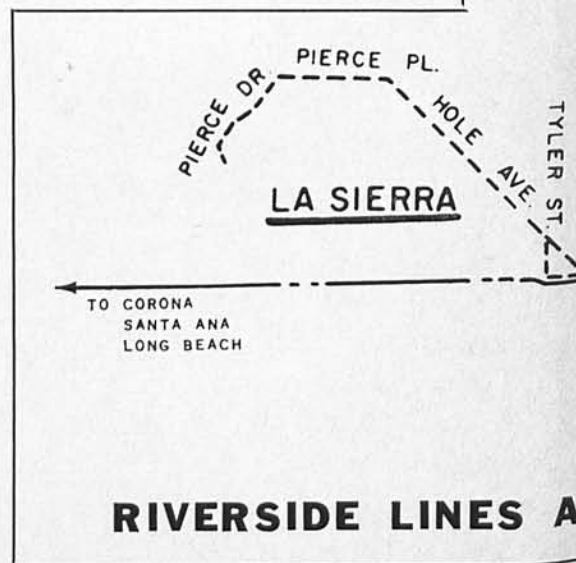
Line 60 will be shifted from its present route south of Columbia and La Cadena Dr. to First St., Orange St. and Columbia Ave. North of Columbia, Line 60 will operate in both directions along the west roadway of La Cadena Dr. This change will result in the absorption by Line 60 of the N. Main St. branch of Line 62.

Other minor changes in route will be made in Line 60 in Riverside, Colton, and San Bernardino to take advantage of changes in the location of MTA bus stations and street improvements.

Further changes in Line 60 are planned for June.

No major change in the frequency or coverage of service will be made.

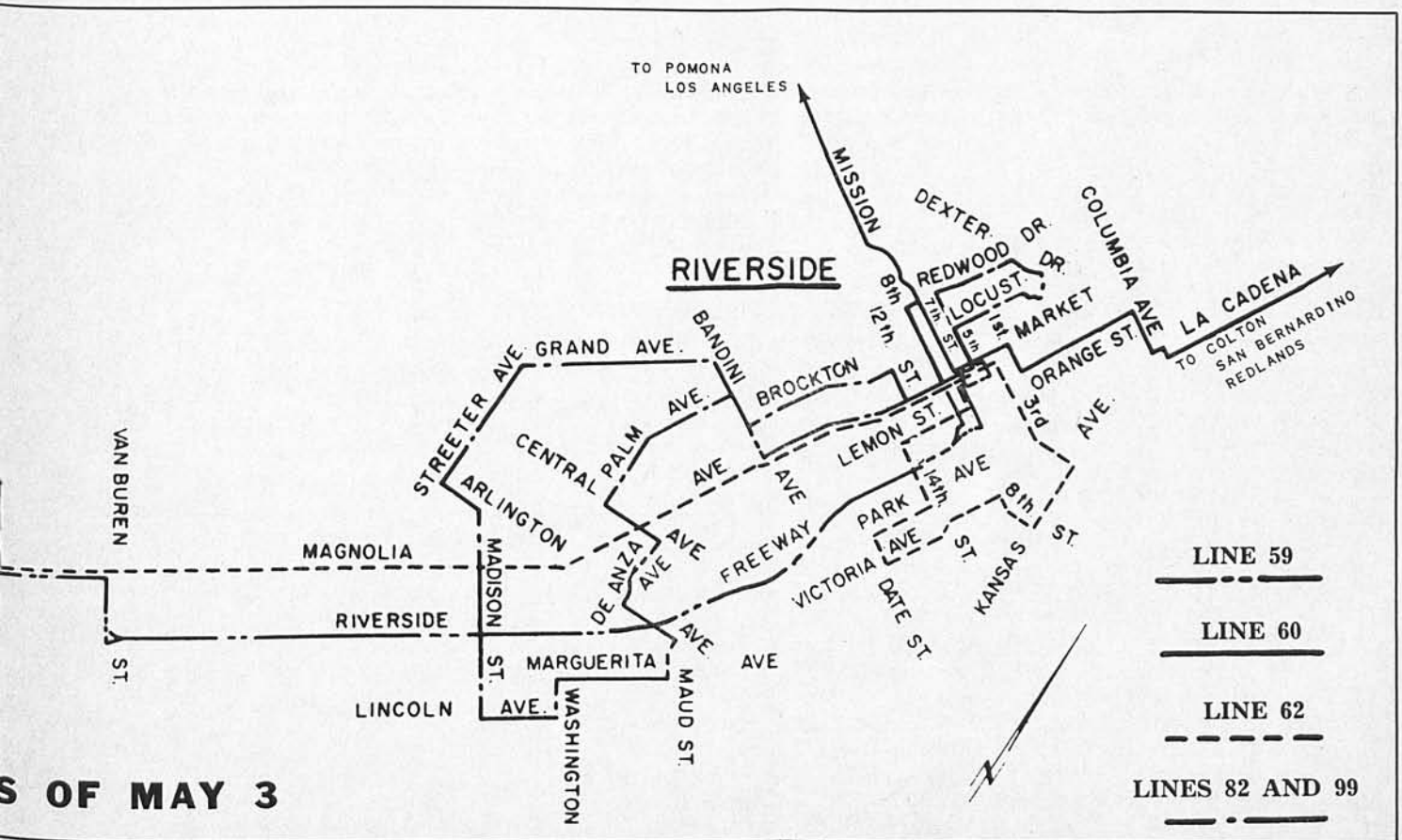
"The changes in themselves should lead to additional riding because of the additional route coverage in the Riverside area," the Chief Engineer pointed out.







PROGRESS on the new Riverside Garage as of Apr. 14 is viewed by, from left, Riverside Mechanic Otis C. Balthrope, Chief Engineer Ernest R. Gerlach, and Senior Transportation Engineer David D. Canning. Buildings beyond cars are not part of MTA property. View is of rear of buildings, looking from the east.



# Commendations + + +

## Operators Honored For Courtesy in March

CONGRATULATIONS to the following Operators who received commendations during the month of March:

E. A. Abbott, Division 10; D. K. Aleshire, 7; A. A. Arredondo, 2; H. C. Arthur, 9; D. G. Ballinger, 10; T. F. Benedict, 7; L. S. Bernard, 7; R. A. Biggs, 7; A. B. Bogartz, 8; S. M. Bower, 7; H. A. Brown, 2; R. A. Brown, 2; R. L. Brown, 7; T. H. Brown, 7; C. T. Burris, 7.

R. A. Camunas, 2; W. C. Chandler, 5; Michael Cherwin, 12; Sydney Chevlin, 10; E. L. Combs, 9; Benjamin Cooper, 7; B. F. Cooper, Jr., 1; D. L. Correll, 2; F. E. Dahlstrom, 10; N. J. Dionne, 12; A. H. Doig, 9; J. H. Dunn, 4; M. L. Eaton, 8; E. A. Evans, 7.

J. J. Falbo, 7; L. R. Finders, 3; C. C. Fisher, Jr., 1; O. R. Francis, 4; William Freeman, 2; J. H. Fuller, 1; A. M. Garcia, 9; Carl Gardner, 2; Isabelle Gaul, 6; Early Gentry, Jr., 7; W. D. Gleason, 10; C. W. Good, 6; Robert Grady, Jr., 7; D. C. Grayson, 12; W. J. Greene, 4; C. F. Greenfield, 6; Carlos Guerra, Jr., 8.

G. W. Hall, 3; J. W. Hall, 4; D. Y. Hamilton, 1; W. R. Hardie, 6; R. H. Harkens, 6; W. E. Harrison, 8; D. T. Harter, 7; R. E. Hassen, 7; D. W. Heilman, 1; Lawrence Hill, 7; R. D. Hird, 9; H. J. Hoffman, 2; Walter Howell, Jr., 2.

R. D. Jackson, 4; J. M. Jernigan, 7; J. R. Johnson, 12; Thomas Kane, 3; T. W. Kingsbury, 3; W. R. Kinsey, 12; L. J. Lampshire, 4; T. P. Lee, 7; E. P. Lewis, 7; F. K. Lilley, 5; Clifford Long, Jr., 2; G. G. Long, 6; R. H. McBride, 8; C. E. Merriweather, 8; L. J. Morris, 2; Joseph Napier, 4; H. C. Nields, 10; H. G. Norie, 5.

H. T. Omahundo, 2; O. A. Ortega, 1; F. M. Osborn, 10; S. O. Parker, 2; J. C. Pateman, 2; E. W. Patrick, 7; R. J. Rainey, 2; L. B. Rees, 1; C. L. Richmond, 7; Creighton Rinderknecht, 4; W. J. Ritter, 2; Donald Ritz, 4; Jimmie Roberts, 7; Cartrell Robinson, 5; B. C. Ruppe, 7.

J. G. Scarlett, 9; Ann G. Schulz, 7; Leonard Sellick, 5; G. E. Serres, 9; Bernard Sherman, 8; E. M. Sheperd,

## Some Outstanding Letters

### Charles Daniels, Division 4

"... in all the years I have lived in Los Angeles, I have never met a more courteous driver. He was very helpful in telling us how to reach our destination by the shortest route and in the shortest time. . . . Drivers of his caliber make bus riding a pleasure."

MRS. M. C. FILAS  
MRS. L. VAN GARRICK

### Fred V. Lemaster, Division 6

"Always on time, courteous and a marvelous driver. His quick thinking has averted many an accident with the early morning drivers who love to dart in front of the bus (the kind you secretly wish would get hit).

"We could go the length of his bus and the passengers all agree that his bus is the one to ride. No matter how many dollar bills he has to change he's never impatient. . . ."

MRS. GRACE SCHRAM

### Creighton Rinderknecht, Division 4

"I am an elderly woman and walk with a cane. I want to commend your Operator 1906 for the help he gives me every time I ride on his bus. He is the only one who has ever done this. It is very hard for me to get on and I certainly appreciate his help.

"He is further very courteous, kind and pleasant to everyone. He is a gentleman."

MRS. FLORENCE C. BARRETT

### Peter Romero, Division 3

"Mr. Romero is

"a. an excellent driver. He is always on schedule on this difficult freeway route [Line 83] and handles the bus in such a manner that comfort and safety of his passengers is his primary concern and consideration,

"b. extremely polite, good-humored and considerate. He is very helpful to the passengers and so often extends help or service to the passengers beyond calling of his duties."

V. R. PLUKAS  
(and 32 other signatures)

### Joseph W. Shelton, Division 5

"The driver on the bus I took to work this morning was so nice . . .

"He was so kind and courteous to everybody that got on the bus, he drove very smoothly without all the usual jerking and pulling, and he called out all the streets as we were coming to them. This is especially nice if you are standing up and can't see where you are, or if you are new on a certain line." . . .

MRS. MARION K. CAESAR

11; E. H. Sims, 4; C. L. Smith, 2; O. L. Smith, 4; R. J. Smith, 5; W. E. Smith, 5; N. B. Smock, 6; W. C. Stephens, 2; J. J. Stevens, 9; J. W. Stevens, 6; P. W. Stringer, 7; T. A. Sutton, 10; Edith P. Swanson, 10; W. C. Swartwout, 11.

R. D. Taylor, 1; B. J. Tharp, 1; H. C. Vespa, 4; H. J. Warnock, 7; J. A. Warren, 8; C. A. Watson, 7; J. K. Williams, 2; L. A. Wills, 4; P. L. Wolken, 5; Leslie B. Wright, 7; M. R. Wright, 7; W. O. Young, 7.

### SUPERVISORY COMMENDATIONS

Supervisor Eugene Barnett, Jr., on Apr. 10 commended Division 2 Operator *J. B. Hill*, who, after completing his regular assignment, willingly took his coach out to meet and transfer passengers from another coach delayed because of a sick passenger. Mr. Hill's action prevented undue delay for these passengers.

(Continued on next page)



# Arredondo Selected Operator Of the Month For April

## Guerra, Whitaker Are Runners-Up

FOR OUTSTANDING COURTESY to his passengers, Alfonso Arredondo, father of six, was selected by judges from the Riverside Chamber of Commerce as April Operator of the Month.

One of the younger Operators in seniority—1959—Mr. Arredondo, of Division 2, has always operated on Beverly Blvd.—West Adams Line 44.

The judges were impressed by a letter of praise for Mr. Arredondo written to the Authority's Courtesy Department by Miss Victoria Aroeste, of 940 Hammond St., in the West Hollywood area. She said, in part, of the operator—whose badge number is 3059:

"For over a year I have had the pleasure of riding often on the Line 44 with Operator #3059 at the wheel. In all this time his fine manners, infectious smile and good humor have made my trip very pleasant. He greets all passengers with a smile and a cheery 'hello' and 'how are you today?' The comment that I have most often heard by his regular passengers is: 'Am I happy to get on your bus today!'

"I have noticed that Operator #3059 is especially attentive and so-

Instructor A. F. Crosby on Mar. 27 commended Division 2 Operator *E. H. Smith* for always being neat, alert, and considerate of passenger welfare.

Supervisor Jack F. Carlin on Apr. 9 commended Division 2 Operator *E. P. Thomas*. Although late in leaving because of his heavy load, Mr. Thomas "felt insulted" when offered a relay—and returned on time. "This kind of cooperation makes the job worth while," wrote Mr. Carlin.



**AVAILABLE ARREDONDOS** surround their father, Alfonso, to read a copy of the letter of commendation instrumental in his selection as April Operator of the Month. The children are, from left, Alfonso, Jr., 20; Carl, 6; Alfred, 10; and Mary Ann, 8. Not yet home from school were Anthony, 18; and Teresa, 16. Mrs. Frances Arredondo, the mother, was ill and not able to be present.

licitous of the older passengers that he picks up on his route. . . .

"He waits for the lights to change from green to red and vice versa until the passengers cross.

"Most Operators always seem in a terrible hurry when leaving a connecting line intersection. . . . This is not true of Operator #3059. He waits for the lights to change from green to red and vice versa until the passengers cross the street. . . ."

The Operator and his wife, Frances, live with their six children, who range in age from six to 20, in the El Sereno area. Dad spends most of his spare time remodeling his home.

### RUNNERS-UP

Close behind Mr. Arredondo in courtesy, in the opinion of the judges as based on letters of commendation read, were Division 8's Carlos Guerra



**Carlos Guerra,**  
Division 8



**Glenn L. Whitaker,**  
Division 3

### RUNNERS-UP

and Division 3's Glenn L. Whitaker. Mr. Guerra was praised for keeping his temper under pressure, for remembering his passengers' various stops, and for his friendliness.

Mr. Whitaker was praised for his good nature and his concern for his passengers.

## GASOLINE BLAZE

# Cool Operator Prevents Panic on Bus

"ALL I was thinking of was getting out of there!" exclaimed Division 5 Operator R. E. Doman of the gasoline blaze close to which he and his Line 6 busload of passengers passed near Pasadena Ave. and Ave. 18 on Apr. 9.

For his coolness in calming down his passengers, Mr. Doman received mention in the newspapers and was the subject of several commendations from passengers, as well as from General Manager Cone T. Bass.

### DOMAN TELLS STORY

"About 6:47 a.m.," said the Operator, "as I was coming south on Pasadena Ave. with a full load of passengers, I noticed heavy smoke ahead.

"As we approached Ave. 18, I could see flames 40 feet high. A pick-up truck was on fire, and there were cars not yet on fire but with fire underneath them from gasoline in the gutter. The heat was terrific.

"The highest flames were coming from an overturned gasoline truck nearly a block away from where we were at Ave. 18.

"Women on my bus started screaming and wanting to get out. I told them, 'There's nothing to be afraid of. Please remain seated and we'll get out of danger in a moment.'

"I turned down Ave. 18 instead of continuing over Pasadena Ave., in order to avoid getting closer to the fire.

"We passed an old man on crutches whose clothing had just caught fire, but I didn't stop to help him because of the danger to my bus and passengers from cars that had caught fire.

"When we got to Ave. 18 and Broadway, we had to stop for a signal, and at that time I heard four or five explosions.

"Women were still wanting to get out of my bus. I asked them where they wanted to go after they got off,



**TALL FLAMES** of gasoline truck fire that terrified his passengers are described by Operator R. E. Doman to T. O. Latham, his Division 5 Superintendent.

but I opened the door. A couple of them alighted and then got back on again, and there was no further trouble as I continued toward Los Angeles."

A few hours after the incident, a passenger on Mr. Doman's bus, Mrs. Laura Grantham, telephoned the Courtesy Department to commend the Operator for his level-headed conduct.

According to Gertrude Vest, the clerk who received the call, "The patron stated she couldn't praise this Operator enough for keeping a level head. Passengers were all screaming and it was enough to unnerve the calmest of people."

Apprised of Mrs. Grantham's telephone call, Mr. Bass the same day wrote Mr. Doman:

"I am sure this was a well-deserved commendation to which I would like to add my own most sincere compliments and appreciation for your conduct and looking after the safety of your passengers in such a situation."

On reaching home that night, Operator Doman, father of five ranging from one to 10 years, was greeted by his family with cries of:

"You're a hero—you got your name in the paper!"

The next day the Courtesy Department received another commendation—this time in writing—from another passenger at the time, Mrs. Anna L. Schneider, who stated, in part:

"In the face of danger not only to himself and your bus he made the speedy decision to reroute our bus into the path of safety.

"I would like you to know that the bus was *full* of passengers all in a state of shock. His was the only cool head in the crowd."

### ATA Convention

*(Text continued from page 3)*

"Governor Brown and the rest of us concerned with transportation are hopeful we can come up with a long-range master plan for all forms of transportation."

Referring to the present 20-year master plan for freeways and the long-term Bay Area plan for rapid transit, he stated:

"We also have hopes that an agreed-to plan for rail rapid transit in the Los Angeles Basin is just around the corner.

"The State wants to help Los Angeles in any way it can to make rapid transit a reality."



## Operator Shaginaw Joins "Fire Brigade"

THE ORANGE GLOW of shorted wiring was plainly visible under the open hood of a car parked on Hazeltine Ave. near Ventura Blvd. as Division 8 Operator Joseph M. Shaginaw drove leisurely by with his westbound busload of passengers.

It was about 6:40 p.m. last Mar. 11, and growing darkness emphasized the



Joseph Shaginaw  
Division 8

glow, which was being watched by a man, apparently the driver of the car, as he vainly tried to do something about the short.

Even as Mr. Shaginaw passed by, the orange glow burst into flames.

Quickly stopping his bus at the curb about 50 feet beyond the automobile, the Operator snatched his extinguisher, ran back, and put out the fire, emptying his extinguisher in doing so.

Unfortunately, however, the short still remained, and flames leaped up again before Mr. Shaginaw had succeeded in his primary object of cutting the battery cable.

Meanwhile, police had arrived and reassured the principals that a fire truck would be there any second.

Desirous of keeping his delay to a minimum, the Operator, after receiving cordial thanks from the car owner—who attributed the short to improper wiring connections on a new starter he had just had installed—therefore rejoined his passengers and continued his run.

Although his action had cost three minutes, Mr. Shaginaw ended his trip on schedule.

"I usually have plenty of time on that trip," he declared later, "and there's good opportunity to make up time, with stops so wide apart on that section of Ventura."

He was later commended in a letter addressed to him by General Superintendent George F. Goehler, who declared:

## New Impruv-Ur-Record Contest To Run 9 Months from May 1

### BRT Replaces Trophies with Plaques; Employee Injury Category Added

A NEW IMPRUV-UR-RECORD SAFETY CONTEST running from May 1, 1964, to Jan. 31, 1965 (nine months) has been announced by the joint MTA-Transit Casualty-BRT Safety Committee.

Continuing its full cooperation with MTA in matters of safety, the BRT will again present the awards, which this time will take the form of plaques instead of trophies. Transit Casualty will furnish refreshments to winning divisions.

An eighth category—employee injuries—will be added to the seven of the previous contest. The categories will then be as follows:

1. Traffic accidents per million miles traveled.
2. Rear-end collisions per million miles traveled.
3. Passenger accidents per million passengers carried.
4. Passenger falls due to quick stops per million miles traveled.
5. Percentage of accident reports with not witness cards.
6. Average number of witness cards turned in per reported accident.
7. Blind claims—claims resulting from accidents not reported. (Sometimes accidents are not reported because the injured person says he or she isn't hurt. Subsequently a claim is filed.)
8. Employee injury rate—or number of injuries per million man-hours worked.

The new program will be announced to Operators in letters, special bulletins and posters.

As THE EMBLEM went to press, several other matters concerning the contest were under discussion.

### Non-Contract Employees Get 5% Salary Increase

A 5% ACROSS-THE-BOARD INCREASE in non-contract employees' pay—the first since January, 1961—

"It was definitely determined that through your actions not only was the fire . . . arrested but a serious explosion was avoided that could have resulted in severe burns and injury."

was approved by the Authority at its meeting Mar. 31.

To be effective with the then current pay period, the increase showed up in checks received by employees on Monday, April 13. It did not affect the management group.

In making the recommendation to the Board, Authority Member Warden Woolard, Chairman of the Personnel Committee, pointed out that the U. S. Department of Labor Cost-of-Living Index had gone up 4.3 points since the 1961 salary increase.

# Novel Birth Announcement

*Announcing . . .*

*The Latest in Future Travel Design  
featuring a*

*New*

*Compact*

*Model*



## Schedule

|                            |   |
|----------------------------|---|
| <i>Effective date</i>      | <i>March 23, 1964</i>                                       |
| <i>Time of arrival</i>     | <i>2:41 p. m.</i>   |
| <i>Point of origin</i>     | <i>La Mirada Community Hospital</i>                         |
| <i>Put into service by</i> | <i>M. Bennett Marcus, M. D.</i>                             |
| <i>Name of Model</i>       | <i>Charles John CREMER</i>                                  |
| <i>Dimensions</i>          | <i>6 lb. 9 oz. 20 1-2 in.</i>                               |
| <i>Destination</i>         | <i>11922 So. Goldendale Drive<br/>La Mirada, California</i> |

*Designed by*

*Chuck and Nan CREMER*



## Father Cremer An Accounting Clerk

CHARLES J. CREMER, father of the new "model," named for the "designer," has been for three years an Accounting Clerk in the Control Section, Accounting and Fiscal Division. Before that time he spent four years as an Operator for MTA and predecessors.

The new baby is the first for the Cremers in their six years of marriage.



DESIGNERS AND MODEL



CARLOS ORTEGA

## Singing Operator Ortega To Give Concert May 31

THE SINGING OPERATOR of Division 1, Oliver A. Ortega, spinto tenor, will be heard in concert on Sunday, May 31, at 3:00 p.m. in the Casa del Mexicano, 529 S. Euclid Ave., Los Angeles.

He will sing duets from *La Boheme* and *La Traviata* with coloratura soprano Maria Moenson.

Also appearing will be Guillermo Enriques, tenor, who will sing songs of Mexico and Latin America; and Marie Epifani Leanos, dramatic soprano, who will sing ballads and songs from light operas.

Accompanist will be Raymond McFeeters.

Tickets are on sale at the Casa del Mexicano, the Millan Music Co., 3606 E. First St. (AN 3-3673); Schireson Bros., 344 S. Broadway (MA 8-9161); or may be secured from Mr. Ortega.

### PLANS FOUR CONCERTS

As impresario and general director of the Performers Alliance, the Operator, who is known in the music world as Carlos Ortega, plans four concerts at the Casa del Mexicano in 1964.

He hopes in this way "to raise the musical standards of East Side children."

Recitals by Mr. Ortega have been annual events in Los Angeles for the past several years.



## New Faces

A HEARTY WELCOME to the following new employees who joined MTA between March 2 and March 31:

### Accounting and Fiscal Division

KEY-PUNCH OPERATOR: Eva Castillo.

### Equipment Maintenance Department

MECHANIC A: Martin H. McGinnis. Ginnis.

MECHANIC B: Wray Dietrich, Melvin R. Purkeypile.\*

### Personnel Department

PERSONNEL ANALYST: Melvin F. Marquardt.

### Purchasing and Stores Department

JUNIOR STOCK CLERK: Charles E. Cooley, James L. Durfee, Bobbie D. Hill, Gary L. McClure, Don M. Yancey, Jr.

### Real Property Management

INFORMATION CLERK: Patricia L. Ostowari.

### Transportation Department

OPERATOR: Samuel E. Adams, Division 1; Lester J. Anderson, 3;

Donald A. Barnes, 7; Luther Brown, 7; Donald R. Carter, 2; Garnet W. Christian, 7; George R. Dey, 1; Peter Drake, 5; Peter A. Drennan, 7; Lloyd A. Evans,\* 1; Silverio "G" Hernandez, 2; Eldon A. Hoffman, 7; Lester R. Hoffman, 3; John B. Holloway, 7; Marcus C. Johnson, 5; Henry F. Meador,\* 5; Millard W. Money penny, 5; Robert Nunley, 3; Buddy G. Odekirk, 7; Raymond D. Ogle, 2; Eugene W. Park, 2; Eugene L. Paternoster, Jr., 3; Johnnie V. Patterson, 5; Donald Rose, 7; G. J. Schirmeister, 1; Guadalupe J. Uresti, 2.

\*Re-employed

## On Their Way Up

CONGRATULATIONS to the following employees who have taken a step up the ladder in recent weeks:

*Laurence C. Birkel* from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, Mar. 12. Employed Oct. 17, 1962.

*B. G. Burney* from Junior Stock Clerk to Truck Driver Clerk, Purchasing and Stores Department, Feb. 27. Employed Jan. 17, 1957.

*Hazel B. Hyatt* from Information Clerk to Assistant Supervising Telephone Operator, Real Property Management Department, Mar. 1. Employed Aug. 7, 1953.

*Gordon T. Jones* from Junior Stock Clerk to Stock Clerk, Purchasing and Stores Department, Mar. 2. Employed June 11, 1962.

*M. "E" Larsen* from Mechanic B to Mechanic A, Equipment Maintenance Department, Division 2, Mar. 8. Employed Oct. 1, 1958.

*A. N. Martel* from Mechanic B to Mechanic A, Equipment Maintenance Department, South Park Shops, Mar. 8. Employed June 4, 1923.

*N. C. Martel* from Truck Driver Clerk, Purchasing and Stores Department, to Mechanic B, Equipment Maintenance Department, Division 7,

Mar. 9. Employed Oct. 27, 1961.

*R. A. Palacios*, from Junior Stock Clerk to Truck Driver Clerk, Purchasing and Stores Department, Feb. 25. Employed Jan. 23, 1962.

*William Phelan* from Stock Clerk, Purchasing and Stores Department, to Relief Shop Clerk, Equipment Maintenance Department, Division 2, Mar. 2. Employed Dec. 9, 1960.

*C. L. Renner* from Junior Stock Clerk, Purchasing and Stores Department, to Mechanic C, Equipment Maintenance Department, Division 7, Mar. 9. Employed Jan. 19, 1962.

## In Memoriam

WITH REGRET, THE EMBLEM reports the death of the following:

*Porter Beasley*, 57, Shipping Clerk, Purchasing and Stores Department; Mar. 22; service from 1945. Survived by his wife, Annetta, of Los Angeles.

*Fred L. Brenon*, 80, retired Mechanic, South Park Shops; Mar. 14; service from 1923 to 1953. Survived by his daughter, Mrs. Elvada M. Medina, of Los Angeles.

*Clyde G. Cason*, 67, retired Conductor, Division 11; Jan. 25; service from 1943 to 1954. No known survivors.

*Blodwen Hansen*, wife of retired South Park Mechanic Erland Hansen;

Mar. 14. Survived by her husband, of Los Angeles. His service period was from 1915 to 1961.

*William Manigault*, 86, retired Coach Cleaner, Equipment Maintenance Department; Mar. 22; service from 1921 to 1946. Survived by his brother, Leslie, of Saratoga Springs, N. Y.

*Albert F. Miller*, 86, retired Conductor, Division 5; Apr. 18; service from 1912 to 1948. Survived by his daughter, Kathryn, of Chicago.

*August C. Prenger*, 77, retired Mechanic and Watchman, South Park Shops; Mar. 29; service from 1924 to

1954. Survived by his wife, Myrtle, of Inglewood.

*Albert G. Rex*, 84, retired Conductor, Division 5; Mar. 11; service from 1905 to 1946. Survived by his wife, Virginia, of Los Angeles.

*William F. Servranckx*, 71, Operator on union leave since 1947; Apr. 2; service from 1921. Survived by his wife, Ann, of Los Angeles.

*William G. Skinner*, 80, retired Mechanic, South Park Shops; Mar. 29; service from 1922 to 1953. Survived by his niece, Mrs. Anne Plummer, of Torrance.



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## Some Familiar Faces At the Western Regional Conference, American Transit Association



**FUNNY STORY** draws smiles from (l-r) Robert Woolson, Director of Public Relations, Seattle Transit System; Mrs. R. O. Christiansen, wife of MTA's Director of Public Relations; Mr. Christiansen; and James E. Reading, Director of Public Relations, San Diego Transit System. As public relations executive for the host company, Mr. Christiansen did much behind-the-scenes work to insure the smooth functioning of the numerous activities at the convention.

**CHIEF ENGINEER'S OFFICE GROUP** gather with wives at social: Left to right are General Passenger Agent and Mrs. Wilfred Lippiatt, Designer and Mrs. Harold Petrie, and Associate Transportation Engineer and Mrs. H. C. Beardsley.

**TRANSPORTATION DEPARTMENT GROUP** looks happy: From left, top row, Staff Assistants W. J. Gerhardt and R. E. Costello, Assistant Chief Instructor C. C. Templin, Assistant Supervisor of Transportation Statistics W. E. Lohman, and Staff Assistant J. C. Carson. Front row: Superintendent of Schedules and Statistics D. S. and Mrs. Coburn, Supervisor of Schedules and Mrs. M. L. Rise.

**RENEWING ACQUAINTANCE** with their old friend, Jesse L. Haugh, third from left, President of the San Diego Transit System, are Director of Personnel W. C. Scholl, left, Assistant Director J. S. Wilkens, and Chief Special Agent Joseph Shafer. Mr. Haugh is a former President of the American Transit Assn.

